

**MINUTES OF LAYTON CITY  
COUNCIL STRATEGIC PLANNING  
WORK MEETING**

**JUNE 27, 2013; 5:36 P.M.**

**MAYOR AND COUNCILMEMBERS  
PRESENT:**

**MAYOR J. STEPHEN CURTIS, MICHAEL  
BOUWHUIS, JOYCE BROWN, BARRY FLITTON  
AND JORY FRANCIS**

**ABSENT:**

**SCOTT FREITAG**

**STAFF PRESENT:**

**ALEX JENSEN, BILL WRIGHT, PETER MATSON,  
JAMES (WOODY) WOODRUFF, TERRY  
COBURN, KENT ANDERSEN AND THIEDA  
WELLMAN**

**The meeting was held in the Council Conference Room of the Layton City Center.**

Mayor Pro Tem Francis opened the meeting and indicated that Mayor Curtis was running a little late. He turned the time over to Alex Jensen, City Manager.

**MISCELLANEOUS:**

**BRIGHTON HOMES REZONE DISCUSSION**

Alex said Councilmembers Flitton and Francis attended the Planning Commission meeting when this was discussed, but Staff wanted to update the Council on the status of the proposal. He said Council was aware of the original proposal for this high density zoned property. Alex said Staff had been working hard with the developer, property owner and neighbors to broker a win-win situation.

Bill Wright, Community and Economic Development Director, directed the Council to a map that was displayed. He said the proposal was for a rezone with an accompanying development agreement, and was a superior plan to what was proposed earlier. Bill said the project area was owned by Brighton Homes and the Yeates brothers, with the property on the east side being zoned R-M1, which would allow for high density multi-family development. He said combining the two properties into one project would make a better product. Bill displayed a map of the previous proposal including the multi-family housing. He said the property had been zoned R-M1 for many years and the property owner was vested in that zone. Bill said this proposal was for patio homes that would connect into the Brighton Homes Development to the west and would feel like a part of that development. He said there would be private streets and common open space.

Bill identified where the gasoline pipeline ran the length of the property in the open space. He said in the Planning Commission meeting there was discussion with some concerns about the six homes that would front onto Oakridge Drive, a residential collector street. Bill said the developer explored the possibility of alley-fed rear loading homes in that area, but concluded that it would not work, but the option would be left open. He said the Planning Commission voted 4 to 2 in favor of this new proposal.

Bill said the development agreement indicated that there would be additional traffic studies in the area,

which could indicate a need for lower speeds and striping. He said traffic counts were not excessive on the road.

Councilmember Brown asked about the property to the east.

Bill said that was an Ivory Homes development that was underway.

Councilmember Brown asked if the open space would be for the patio homes or the entire development.

Bill said he thought that it would be for all of the homes in the development.

Councilmember Brown said this wouldn't only be marketed to seniors and there would be basements.

Bill said that was correct. He said all of the homes would have basements and there would be some two stories. Bill said they wanted to push the price point of the homes as high as possible.

Councilmember Brown said this would be a nice compromise.

Councilmember Flitton said this was an answer to all the comments made by the surrounding neighbors.

Councilmember Francis asked if Staff had any reservations about the homes that fronted on Oakridge Drive.

**Mayor Curtis arrived at 5:50 p.m.**

Bill said no.

## **ITEMS FOR DISCUSSION:**

### **TRANSPORTATION MASTER PLAN**

Alex said a couple of months ago Council gave Staff direction to look at the City's Transportation Master Plan. He said Staff had been looking at creating a framework that the City would use to solicit proposals from qualified consultants to perform that study. Alex said the idea was to develop a committee with a couple of Councilmembers serving on the committee that would be involved in selection of the consulting firm. He said tonight Staff wanted to walk through what Staff envisioned as a responsible framework and process, and take feedback from the Council.

Alex said the City was very lucky to have Patrick Cowley with UDOT Region I here, who also happened to live in Layton. He said moving forward, you couldn't have a comprehensive look at transportation in Layton without considering UDOT because they had such important transportation infrastructure in the community. Alex said a piece of the analysis would be in relationship with UDOT; what was their responsibility and what was the City's responsibility, and how to utilize all of those assets in the best possible way.

Alex said Patrick would talk a little bit about some of the improvements that had been considered, particularly the Highway 89 and Antelope Drive tie in. He said Patrick was managing that project and would give the Council an update on the status of the project and take any feedback or direction from the Council.

Alex introduced Aubrey Bennion and Dave Asay. He said Aubrey and Dave were involved with UDOT

in their public communications and public involvement process. Alex said after the general discussion, Staff would recommend going into a closed door meeting as some of the discussion would involve the acquisition of property. He said this was an exciting venture; transportation was important for public infrastructure and Staff was excited to begin the process.

Woody Woodruff, City Engineer, said the Master Transportation Plan study was budgeted for in the 2013-2014 budget year. He said he felt that a master plan should be something other than a boilerplate plan; it should be tailored to specific projects and needs in the community. Woody said consultants could prepare some concepts and those concepts would facilitate into actual projects in the community. He said there would be community involvement and members of the Council would be involved in the process.

Woody said there were some challenges in the community that he would like to discuss, such as community connectivity with I-15 and the minimal number of bridges across I-15. He said there was a concept considered on the long range plan to have an east/west connection across I-15, somewhere between Antelope Drive and Hill Field Road. Woody said in order to construct a facility of that size, it would have to go through the Wasatch Front Regional Council and the earliest that could happen would be 2019. He said other problems were mobility in commercial areas, improved safety and aesthetics, residential traffic management, bicycle and pedestrian mobility, regional planning and UDOT projects.

Woody said the study would need to focus on moving people through the community and would include transit, bicycles, pedestrian traffic and traffic management. He said the City was very anxious to use today's technology to help move pedestrians and traffic. Woody said air quality, noise and landscaping would also be addressed in the study.

Woody said the process would start with a Request for Proposal (RFP) in July to select a consulting firm with experience in the field. He said the transportation committee, which would include two Councilmembers, would evaluate the RFPs and select the final applicant. He said there would also be public involvement.

Councilmember Flitton said after a lot of years in business, he had learned that you spent a lot of money on consultants, but he thought that it was money well spent.

Alex asked Council if they had any concerns at this point.

Councilmember Brown said the study should include evaluating existing roads, and what the needs would be in the future.

Terry Coburn, Public Works Director, said that was the type of input and comments Woody would be looking for from the Councilmembers on the committee.

**Councilmember Bouwhuis arrived at 6:08 p.m.**

Woody said the consultant would do a traffic model of the City and evaluate existing and future needs.

Council and Staff discussed recent changes to streetscape and road width requirements that enhanced the City's roadways.

Alex thanked the Council for their input. He said Staff planned to move forward at the beginning of the fiscal year. He turned the time over to Patrick Cowley.

Patrick gave the Council a copy of a map outlining the proposed Antelope Drive connection to Highway

89. He said UDOT was not pursuing a full interchange; it would be a much closer frontage road system that would extend north and south from Antelope Drive. Patrick said it would be similar to what existed at Sunset Drive. He said with this concept, Sunset Drive would be disconnected from Highway 89 and there would be a frontage road connecting to Antelope Drive.

Patrick said UDOT would keep in mind what Layton City wanted to accomplish with the connection and how it would benefit the City. He said it was very important for UDOT to meet the City's needs with the connection.

Councilmember Bouwhuis said he thought for years the issue had been with development in the area and the pressure it put on the need for the outlet onto Highway 89 from Antelope Drive. He said the proposal seemed to accomplish the job.

Patrick said they had been doing some modeling to make sure that with elimination of some of the access points, particularly Country Oaks Drive, Oak Lane, and Sunset Drive that they were not overwhelming the system at the Antelope Drive connection. He said they didn't feel that was the case, and they did feel that with the modeling they could say that most people would be able to use the frontage road rather effectively.

Councilmember Bouwhuis asked how left turns onto Highway 89 would be accommodated.

Patrick said it would be similar to the Oak Hills Drive connection with a median and signal.

Councilmember Brown asked if this would be done in phases.

Patrick said in order to get it up to grade, UDOT intended on doing all of it at the same time.

Councilmember Brown said she couldn't see anyone from Sky View Drive, Oak Lane or Country Oaks Drive having an issue with the proposal because right now they were accessing Highway 89 without a signal. She said some people that used Sunset Drive as an access might be frustrated because they would have to travel south on a frontage road to get to Highway 89.

Patrick said Mr. Asay had been talking with people in the area. He said Mr. Asay had experienced the same thing. Patrick said the one selling point for the Sunset Drive area was that they would not have a large amount of traffic coming down their road.

Councilmember Bouwhuis asked what the cost would be.

Patrick said the preliminary cost estimate was just over \$14,000,000, which included right-of-way costs. He said there were some ravines that would require large fill sections. Patrick said UDOT already owned approximately 80% of the needed land.

Councilmember Brown asked if the 2200 North connection on the east side of Highway 89 would be right in right out only.

Patrick said it was proposed that it would be a cul-de-sac and would not have access onto Highway 89. He said if modeling indicated that there was a high use in that area then it would be a right in right out only connection. Patrick said there couldn't be any left turns there because of the median.

Councilmember Flitton asked what the total length of the frontage road would be.

Patrick said it would be approximately one mile.

Councilmember Bouwhuis asked if the reason the cost had escalated over what had been discussed earlier was because it was only for the connection; now there would be a frontage road.

Patrick said that was correct. He discussed topography of the area and the difficulty in dealing with steep grades in the area. Patrick said this would be a big safety improvement for the area. He said there would be approximately 30 to 40 feet, at its narrowest point, between the frontage road and Highway 89.

Patrick said they were in the preliminary stages of design. He said they wanted to make sure their design met the needs of the City. Patrick said they were sensitive to the need for the road to function as a local road that tied into a State road.

There was discussion about the intersection where the frontage road tied into Antelope Drive and the steepness of Antelope Drive in that area.

Councilmember Flitton expressed appreciation to UDOT for the improvements made along Highway 89 to make it safer. He asked how much of the property from the current end of Antelope Drive to Highway 89 would need to be purchased.

Patrick said they owned all of that property.

Dave Asay said they had talked to 14 individuals from the area and they were all supportive of the project.

Alex said the City appreciated its relationship with UDOT and was looking forward to working with them on this project. He said UDOT had started to look at traffic issues in an innovative way and tried to think outside the box in ways to solve issues that confronted communities.

### **SMART 911 SYSTEM**

This item was not discussed.

### **CLOSED DOOR:**

**MOTION:** Councilmember Bouwhuis moved to close the meeting at 6:30 p.m. to discuss the acquisition of real property. Councilmember Flitton seconded the motion, which passed unanimously.

**MOTION:** Councilmember Brown moved to open the meeting at 7:02 p.m. Councilmember Flitton seconded the motion, which passed unanimously.

**The meeting adjourned at 7:02 p.m.**

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Thieda Wellman, City Recorder

### SWORN STATEMENT

The undersigned hereby swears and affirms, pursuant to Section 52-4-205(1) of the Utah Code Annotated, that the sole purpose for the closed meeting of the Layton City Council on the **27th day of June, 2013**, was to discuss the acquisition of real property.

Dated this 15th day of August, 2013.

ATTEST:

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J. STEPHEN CURTIS, Mayor

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THIEDA WELLMAN, City Recorder